

**Utah Transportation Commission Meeting
Agenda Item Fact Sheet**

Commission Meeting Date: April 13, 2012

Agenda Item #: 5

Agenda Item Title: Mountain View Corridor Project Update

Presented by: Teri Newell

Background:

Teri Newell will give a brief update of the Mountain View Corridor project.


Exhibits/Handouts:

Audio/Visual: PowerPoint Presentation

Commission Action Requested:

☒ For Information/Review Only
☐ For Commission Approval



Motion Needed for Approval:





Project Overview
April | 2012

A UDOT Project



Porter Rockwell (16000 S)

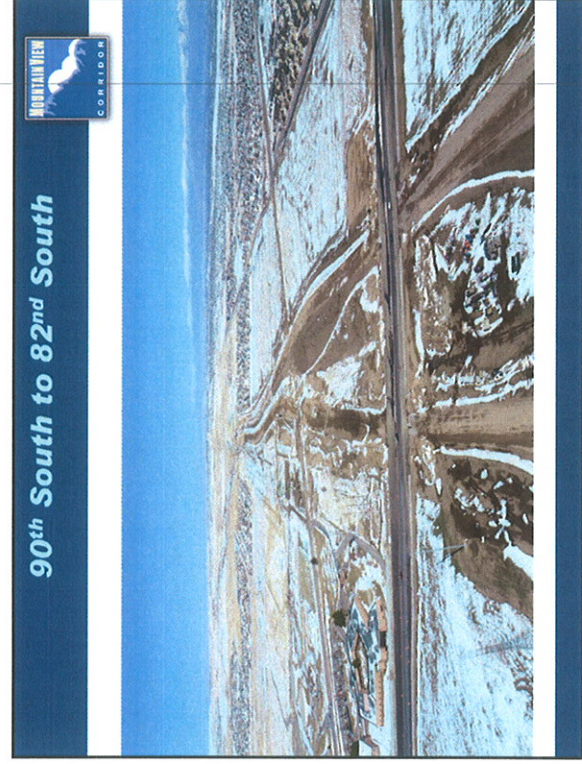
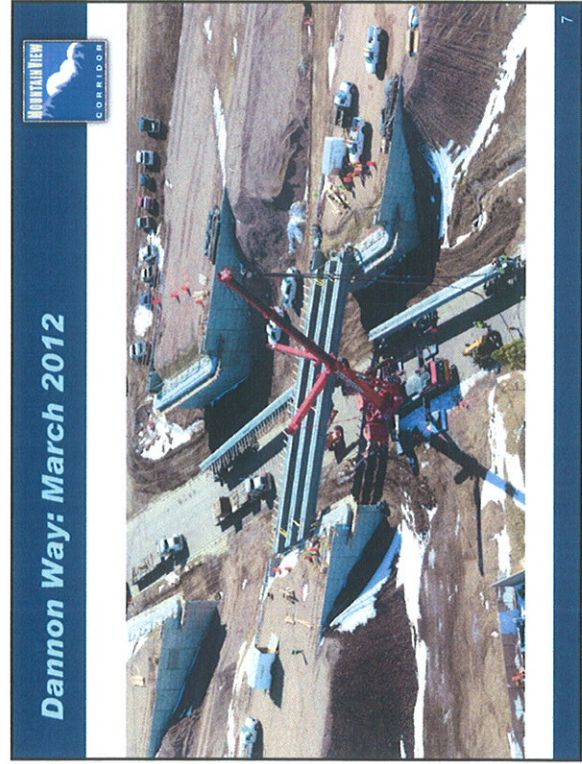
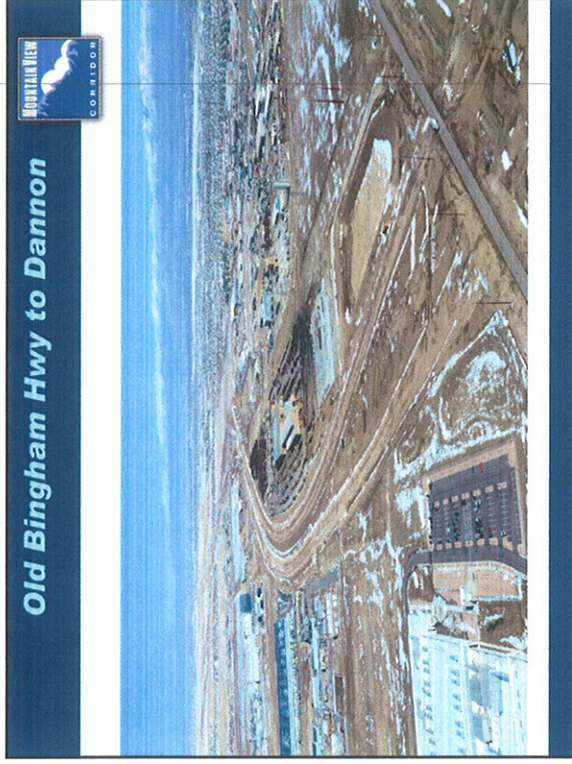
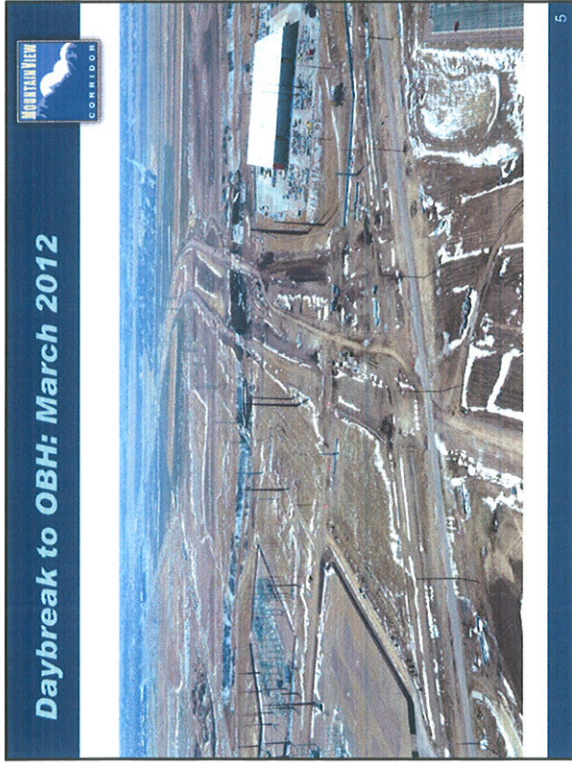


Porter Rockwell to Rosecrest



**Rosecrest (14000 South) to 12600 South:
Opens June 2**





8200 South: March 2012



9

7800 to 6200 South: March 2012



10

6200 to 5400 South: March 2012



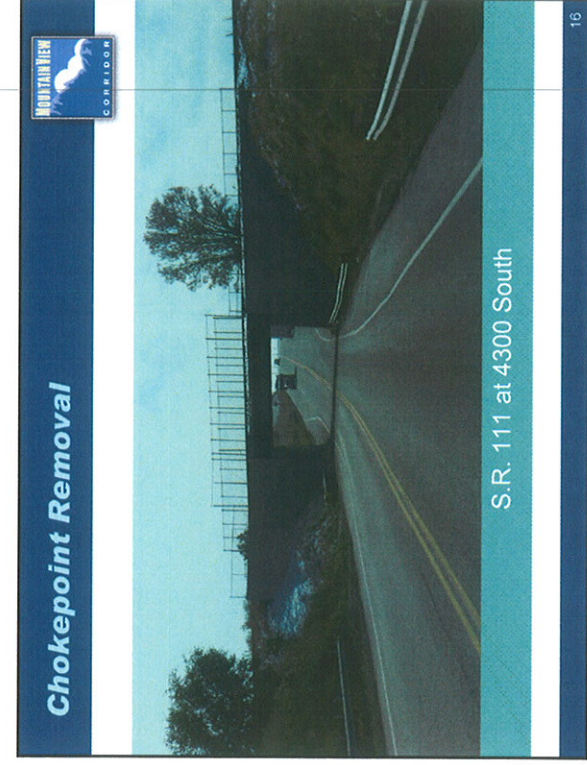
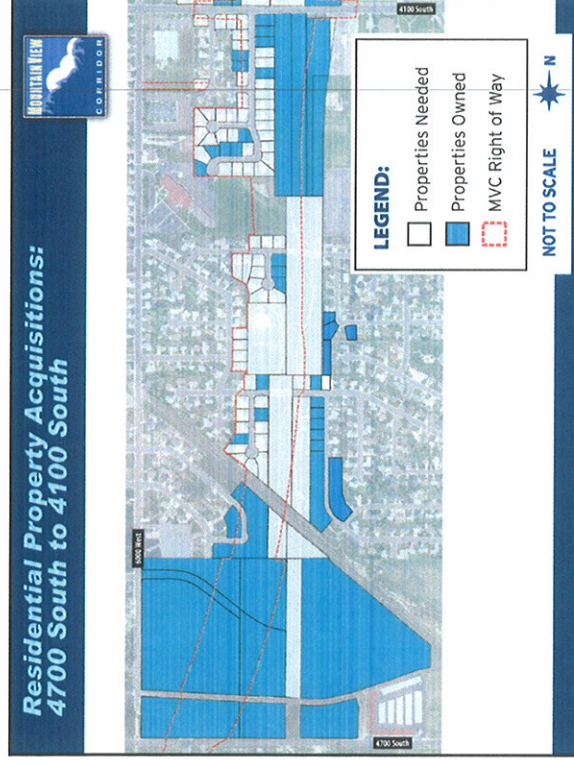
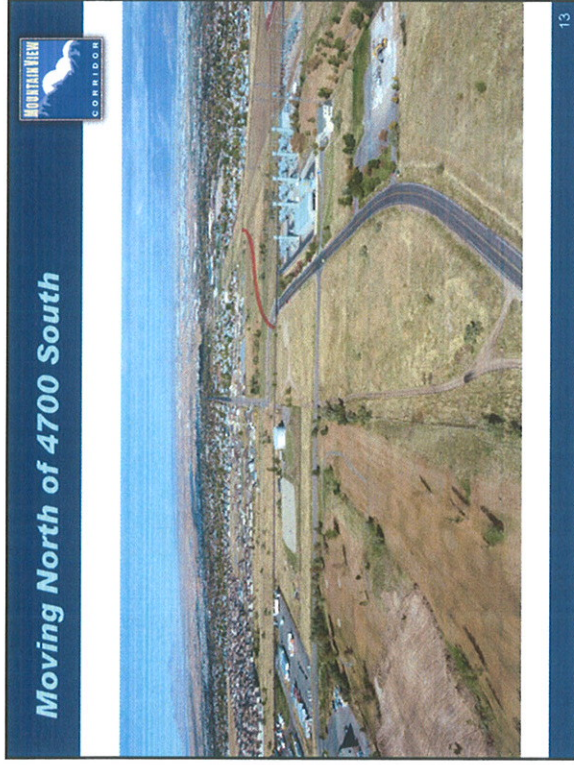
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Progress of Work

15 miles of new roadway to open in 2012



12



**Utah Transportation Commission Meeting
Agenda Fact Sheet**

Meeting Date: April 13, 2012

Agenda Item: 6A-1

Subject: 2012 STIP Amendment #7

Mountain View Corridor; Salt Lake County – Funding Transfer

Background:

Rocky Mountain Power will be purchasing a portion of the UDOT Cottonwood Maintenance property for a new substation for approximately \$1.5 million.

The request is that the funds from this purchase be transferred to MVC; Salt Lake County to be used for removal of the Kennecott Railroad Bridge, which crosses SR-111 at approximately 4300 South.

This removal will allow the MVC Team to complete a minor widening and eliminate a choke point at the location.

Exhibits: None

Commission Action Requested:

Approval to transfer to MVC; Salt Lake County Project Management (PIN 7703), \$1.5 million from the sale to Rocky Mountain Power, a portion of the UDOT Cottonwood Maintenance property

Prepared by: Robert Pelly
Presented by: Bill Lawrence

Reviewed By: Bill Lawrence
Date: 04/03/2012

**Utah Transportation Commission Meeting
Agenda Fact Sheet**

Meeting Date: April 13, 2012

Agenda Item: 6A-2

Subject: 2012 STIP Amendment #7

Mountain View Corridor, 2100 North Project – Funding Transfer

Background:

The Mountain View Corridor (MVC) team recommends using project funds to purchase the remainder of the homes in Salt Lake County needed for future construction of the project.

The request is for \$14 million be moved from the MVC; 2100 North, Redwood Road to I-15 project (PIN 6692), which is at construction complete status, and \$1 million from MVC – Environmental Document, I-80 to Utah County project (PIN 3523), which is also complete, to supplement the MVC Salt Lake County budget and allow for the chance to purchase approximately 90 homes.

Exhibits: None

Commission Action Requested:

Approval to transfer \$14 million from MVC; 2100 North, Redwood Road to I-15 project (PIN 6692), as well as a transfer of \$1 million from MVC; Environmental Document – I-80 to Utah County project (PIN 3523), to PIN 7703, MVC; Salt Lake County Project Management.

Prepared by: Robert Pelly

Presented by: Bill Lawrence

Reviewed By: Bill Lawrence

Date: 04/03/2012

**Utah Transportation Commission Meeting
Agenda Fact Sheet**

Meeting Date: April 13, 2012

Agenda Item: 6A-3

Subject: 2012 STIP Amendment #7

UDOT Structures Funding Adjustment Requests

Background:

The I-80; Wanship to Coalville (Bridge Replacement) project, PIN 8098, is currently under construction and is anticipated to end with a funding balance.

UDOT Structures is recommending removing and reprogramming \$2.0 million of Federal Bridge Funds on this project. The project is funded at just over \$32 million with \$6.5 million being the Federal Bridge Funds.

The reprogramming of the \$2.0 million is requested as follows:

- a. PIN 10595, I-15 over the Virgin River, Structure 1C-333 Bridge Scour Project. The request is that \$70,000 be moved into this project to advance the design so construction can begin in 2013.
- b. PIN 8626, SR-201 Arthur Mill Road. The request is that \$400,000 be moved into this project to advance design and railroad coordination activities to ensure construction in the summer of 2013.
- c. The balance of the funding is requested to be moved into the Load Rating Program for FY 2013 (\$1.53 million into PIN 10025, Statewide Load Rating). This would help accelerate the program and keep it on track for the completion date of April 2016, as agreed with FHWA.

Exhibits: None

Commission Action Requested:

Approval to remove and reprogram \$2.0 million of Federal Bridge Funds on the I-80 Wanship to Coalville project, as detailed above

Prepared by: Robert Pelly
Presented by: Bill Lawrence

Reviewed By: Bill Lawrence
Date: 04/03/2012

**Utah Transportation Commission Meeting
Agenda Fact Sheet**

Meeting Date: April 13, 2012

Agenda Item: 6A-4

Subject: 2012 STIP Amendment #7
Project Final Voucher Funding Adjustments

Background:

The following projects have funding balances available, to be returned and reprogrammed.

1. A final voucher for pin 6055, I-70; Moore Interchange to Sinbad Interchange has been completed. This request is to return the balance of \$590,339.74 of Interstate Maintenance funding to the Region 4 De-Obligation PIN 8461 to be reprogrammed.
2. The bid for the I-80; Median Barrier MP 183.5 to MP 195.4 project came in under the engineer's estimate and has subsequently been adjusted to award (PIN 10161). This request is to return the balance in the amount of \$960,499 to the Statewide Roadway Safety Improvement Program to be reprogrammed (MP 6019).
3. The bid for the US-40; Wasatch/Summit County Line to End of Concrete (EOC) project came in under the engineer's estimate and has subsequently been adjusted to award (PIN 9859). This request is to return the balance of \$1 million of NHS funding to the 2012 Pavement Rehabilitation Program to be reprogrammed (PIN 8851).

Exhibits: None

Commission Action Requested:

Approval to make funding adjustments to the projects as listed and detailed above.

Prepared by: Robert Pelly
Presented by: Bill Lawrence

Reviewed By: Bill Lawrence
Date: 04/03/2012

**Utah Transportation Commission Meeting
Agenda Fact Sheet**

Meeting Date: April 13, 2012

Agenda Item: 6A-5

Subject: 2012 STIP Amendment #7

New State Funded Projects – Add to the FY 2012 – 2016 STIP

Background:

UDOT requests that the following State Funded Projects and Program be added to the FY 2012 – 2016 STIP, as recommended at the April STIP Workshop.

- State Funds to fund Statewide Programs from Commission Workshop
- \$150.0 million of Projects per House Bill 173
- Approved List of Projects per Senate Bill 229 from Commission Workshop

Exhibits: FY 2013 - 2017 Projects List *(to be handed out at Workshop)*

Commission Action Requested:

Request approval to add the New State Funded Projects to the 2012 – 2016 STIP, as shown in the projects list

Prepared by: Robert Pelly

Presented by: Bill Lawrence

Reviewed By: Bill Lawrence

Date: 04/03/2012

Recommended Distribution of State Funds

Line	Plan Fund (ePM)	Description	FY 2013 \$ Millions
1	Operations & Safety Programs		
2	ST_SIGNALS_M&O	Signals Maintenance & Operations	\$3.00
3	ST_ATMS	Traffic Management	\$3.00
4	ST_BARRIER	Barrier Treatments	\$0.30
5	ST_LIGHTING	Small Area Lighting	\$0.30
6	ST_SIGNING	Sign Modification & Replacement	\$0.40
7	ST_SPOT_SFTY	Safety Spot Improvements	\$2.00
8	ST_SIGNALS	New Traffic Signals	\$7.00
9	ST_ADA_RAMPS	ADA Ramp Installations	\$0.00
10	ST_SPOT_MNT	Maintenance Spot Improvement	\$0.50
11		Subtotals	\$16.50
12			
13	System Preservation Programs		
14	ST_PVMT	Pavement Preventive Maintenance	\$5.00
15	ST_BRIDGE	Bridge Preventive Maintenance	\$5.00
16		Subtotals	\$10.00
17			
18	Other Programs		
19	ST_CONT_R#	Region Contingency	\$4.00
20	ST_CONT_PG	Programming Contingency	\$0.50
21	ST_HWY_TRNSF	Jurisdictional Transfers	\$0.80
22	ST_PR	Public Communication Efforts	\$0.60
23	ST_REG#_CONC_D	Region Concept Development	\$0.40
24			
25		Subtotals	\$6.30
26			
27	TOTAL		\$32.80

*state funds available July 1, 2013

Statewide Capacity Projects				4/13/2012 6:18		CASHFLOW		
Region	County	Project Description	Ranking	Ranking Category	FY13	FY14	FY15	FY16
?	Salt Lake	Taylorsville City for Bus Rapid Planning on 4700 South			\$1,000,000	\$3,000,000		
2	Salt Lake	Herriman City for Highway Improvements to SLCC Road			\$100,000	\$1,150,000		
2	Salt Lake	West Jordan City for Highway improvements on 5600 West from 6200 South to 8600 South			\$500,000	\$4,800,000		
2	Salt Lake	Sandy City for Highway Improvements on Monroe Street			\$500,000	\$1,800,000		
2	Salt Lake	Draper City for Highway Improvements to 13490 South from 200 West to 700 West			\$500,000	\$2,500,000		
2	Salt Lake	Murray City for Highway Improvements to 5900 South from State Street to 900 East			\$475,000	\$725,000		
2	Salt Lake	South Salt Lake City for Intersection Improvements on West Temple, Main Street, State Street			\$250,000	\$1,250,000		
2	Salt Lake	Salt Lake County for Highway Improvements to 5400 South from 5600 West to MVC			\$500,000	\$1,500,000		
2	Salt Lake	West Valley City for Highway Improvement sto 6400 West from Lake View Parkway to SR201 Frontage			\$500,000	\$2,500,000		
2	Salt Lake	Salt Lake City for Highway Improvements to 700 South from 2800 West to 5600 West			\$500,000	\$3,500,000		
2	Salt Lake	Riverton City for Highway Improvements to 4570 West from 12600 South to Riverton Blvd			\$250,000	\$1,000,000		
2	Salt Lake	Cottonwood Heights for Improvements to Union Park Ave. from 10215 Exit to Creek Road and Wasatch Blvd			\$200,000	\$1,000,000		
					\$5,275,000	\$24,725,000		
1	Weber	SR-26 (Riverdale Road); 1900 West to I-84	17	Widen Existing Facility	\$6,000,000	\$22,000,000		
1	Davis	I-15; Interchanges Modifications (Layton Area)	N/A		\$800,000	\$4,350,000	\$2,850,000	
1	Davis	I-15; 2600 South Interchange Mod. In Woods Cross	N/A		\$1,000,000	\$6,000,000		
1	Box Elder	1100 South Interchange on I-15 in Box Elder Co.	7	Upgrade Existing Interchange	\$2,300,000	\$6,700,000		
2	Tooele	SR-36 at South Mountain Road	N/A		\$1,000,000			
2	Summit	SR-248 between Sidewinder Drive and Richardson Flat	N/A		\$2,000,000			
3	Utah	Vineyard Connector	N/A			\$6,000,000	\$6,000,000	
3	Utah	I-15; Payson to Spanish Fork	16	Widen Existing Facility	\$8,000,000	\$27,000,000		
3	Utah	Provo West Side Connector	N/A		\$3,000,000	\$15,000,000		
					\$24,100,000	\$87,050,000	\$8,850,000	\$0
1	Weber, Box Elder	I-15; 2700 North to 1100 South	N/A (10 ?)	Widen Existing Facility			\$4,000,000	\$64,000,000
1	Davis, Weber	I-15; North Salt Lake to I-84 Express Lanes	1, 3, 7	Widen Existing Facility	\$2,100,000	\$38,900,000	\$45,000,000	
1	Davis	West Davis Corridor - Design/ROW Phase	7	New Facility		\$5,000,000		
2	Salt Lake	Mountain View Corridor	1,2,3	New Facility			\$30,000,000	\$100,000,000
2 & 3	Salt Lake, Utah	I-15; SR-73 to 12300 South Widening	2, 4, 5	Widen Existing Facility			\$10,350,000	\$95,750,000
3	Duchesne, Uintah	US-40; MP 70 to MP 100 Passing Lanes	9	Passing Lanes		\$1,000,000	\$4,000,000	
4	Washington	I-15; MP 8 Interchange Reconfiguration (DDI)	5	Widen and Upgrade Facility	\$1,000,000	\$14,300,000		
		Local Contribution - St. George City			\$1,000,000			
4	Washington	I-15; MP 27-34 Passing Lanes (31.5-34)	4	Passing Lanes	\$400,000	\$5,600,000		

**Utah Transportation Commission Meeting
Agenda Item Fact Sheet**

Commission Meeting Date: April 13, 2012

Agenda Item #: 6B-1

Agenda Item Title: Aeronautics' Capital Improvement Program (CIP) – Amendment #2

Presented by: Kirk Nielsen

Background:

Last month the Division of Aeronautics presented several projects to the Commission for review. *Aeronautics' Capital Improvement Program (CIP) – Amendment #2* contains new projects which are being added to the FY 2012 Program.

The Division of Aeronautics, in conjunction with the FAA and the airport sponsors, request approval of Amendment #2.

Exhibits/Handouts: FY 2012 CIP Amendment #2

Audio/Visual: None

Commission Action Requested:

☐ For Information/Review Only

☒ For Commission Approval

Motion Needed for Approval:

Fact sheet prepared by: Kirk Nielsen

Fact sheet reviewed by senior leader: Ahmad Jaber

Date submitted: 4/2/12

New Projects

Total

**Utah Transportation Commission Meeting
Agenda Item Fact Sheet**

Commission Meeting Date:	Agenda Item #: 6B-2
Agenda Item Title: Aeronautics' Capital Improvement Program (CIP) – Amendment #3	
Presented by: Kirk Nielsen	
Background: Each airport in the federal system of airports receives a yearly entitlement from the FAA to help develop and maintain the airport. Last month the Division of Aeronautics and the FAA met with most of the airports within the state. As a result of these planning meetings, three additional airports expressed interest in using their entitlement funds which they had planned on banking. Attached is a list of new projects for the FY 2012 program. It is the intent of the Division of Aeronautics to request approval of these projects at the May 2012 Transportation Commission meeting.	
Exhibits/Handouts: FY 2012 CIP Amendment #3	
Audio/Visual: None	
Commission Action Requested: <input checked="" type="checkbox"/> For Information/Review Only <input type="checkbox"/> For Commission Approval Motion Needed for Approval:	
Fact sheet prepared by: Kirk Nielsen Fact sheet reviewed by senior leader: Ahmad Jaber	Date submitted: 4/2/12

**Utah Transportation Commission Meeting
Agenda Item Fact Sheet**

Commission Meeting Date: April 13, 2012

Agenda Item #: 7

Agenda Item Title: Administrative Rule Review
R920-50; Ropeway Operation Safety

Presented by: Ahmad Jaber

Background:

The industry standard is for the state to adopt the most recent ANSI B77 standard as the governing standard approximately one year after its publication. The Ropeway Operation Safety Rule has been revised to replace the ANSI B77.1-2006 with the ANSI B77.1-2011 as the governing standard in Utah.

This rule change and financial analysis was discussed and approved by the Passenger Ropeway Safety Committee during their January 9, 2012, and March 12, 2012, meetings.

A review of the new ANSI B77 standard identified that the combustion engine and fuel handling annex had been included for existing installations. The proposed rule has excluded the annex from applying to existing installations while the Passenger Ropeway Safety Committee receives an interpretation of the requirement and identifies the lifts that may require modification.

The financial impact of the proposed rule is minimal.

Exhibits/Handouts:

- Administrative Rule R920-50
- Administrative Rule Amendment Analysis

Audio/Visual:

Commission Action Requested:

☒ For Information/Review Only
☐ For Commission Approval

Motion Needed for Approval:

Fact sheet prepared by: Brian Allen

Fact sheet reviewed by senior leader: Ahmad Jaber

Date submitted: 4/03/12

Administrative Rule Amendment Analysis

Purpose of the rule or reason for the change:

This rule changes will keep the latest version of ANSI B77.1 as the governing standard for aerial ropeways in Utah.

Summary of the rule or change:

ANSI B77.1-2011 will replace ANSI b77.1-2006 as the governing standard for aerial ropeways. Annex F will not be applied to existing installations while the interpretation and impact of those sections are identified. The accepted practice in the ropeway industry is to adopt the newest version of the ANSI B77 standard approximately 1 year after its publication. The majority of the changes does not impose additional requirements, but have been made to better define the intention of the requirement. I am not aware of any aerial ropeways in Utah that will require modification to comply with the new standard. The major changes better define the duties & chain of command concerning lift operations and the documentation of some maintenance items.

Aggregate anticipated cost or savings to:

A) State budget:

There will be no cost or savings to the state budget because the Ropeway Safety Program that implements the standard will remain the same.

B) Local government:

There will be no cost or savings to local governments because the new standard does not address any changes to local government involvement.

C) Small businesses:

There will be no cost or savings to small businesses because the new standard does not include changes to that would increase or decrease the current involvement of small businesses.

D) Persons other than small businesses, businesses, or local government entities:

There will be no cost or savings to persons other than small businesses, businesses, or local government entities because the new standard does not address any changes that would involve these persons.

Compliance costs for affected persons:

It is not anticipated that the ropeway operators will incur significant changes in costs because of implementing this rulemaking proposal. Some ropeway operators may need to revise documentation or training programs to comply with the new standard, but this will vary with each operator. The amount of personnel required to operate a ropeway will remain the same. The carrier inspection already takes place and operators currently keep documentation associated with that. The changes implement more specific requirements for the carrier inspection plan and documentation plan and documentation.

Suggested comments by the department head on the fiscal impact the rule may have on businesses:

Please include an explanation above when describing whether or not there are cost or savings and fiscal impacts, i.e. "no costs or savings to state budget because"

R920. Transportation, Operations, Traffic and Safety.

R920-50. Ropeway Operation Safety.

R920-50-1. Purpose.

This rule establishes regulations, requirements, and provides standards for the design, construction, and operation of a passenger ropeway, except private residence passenger ropeways as defined in Section 72-11-102(11), and establishes the procedures necessary to implement the powers and duties of the Utah Passenger Ropeway Safety Committee (Committee). Previously the Committee was known as the Utah Passenger Tramway Safety Committee. The Committee has also been referred to as the Tramway Board.

R920-50-2. Authority.

This rule is authorized by Section 72-11-210 to implement Title 72, Chapter 11, Passenger Ropeway [~~Safety~~]Systems Act.

R920-50-3. Definitions.

In addition to terms defined at Section 72-11-102, the following terms are defined:

(1) "Aerial lift specialist" as used in American National Standards Institute (ANSI) B77.1 sections 3.3.4.1 and 4.3.4.1, means a Ropeway Inspector.

(2) "Aerial tramway specialist" as used in ANSI B77.1 section 2.3.4.1 means a Ropeway Inspector.

(3) "Air Space" means the area bounded by vertical planes commencing at a point thirty-five (35) feet from the intersection of the vertical planes of the ropes or cables and ground surface.

(4) "Annual general inspection" means an inspection of a passenger ropeway made by a Ropeway Inspector to verify preservation of original design integrity and to determine that components and systems of the passenger ropeway are in proper working order and in accordance with this rule.

(5) "Audible warning devices" means an audible warning device that signals an impending start of the aerial lift.

(6) "Conveyor specialist" as used in ANSI B77.1 section 7.3.4.1 means a Ropeway Inspector.

(7) "Dynamic Testing Logs" means a record of the data collected during the dynamic test.

(8) "Experienced personnel" means an individual who has acquired knowledge and skills through study, training, or experience in ropeway maintenance, operation, or testing.

(9) "Existing ropeway" means any passenger ropeway that shall have been operated for passengers in excess of one calendar year.

(10) "Incident inspection" means an inspection of a passenger ropeway incident made by an approved Ropeway Inspector or a qualified engineer at the request of the Committee.

(11) "Land surveyor" means an individual licensed under Section 58-22-102 as a professional land surveyor.

(12) "Modification" means any change as defined in ANSI B77.1 Section 1.2.4.4, ANSI B77.2 Section 1.2.4.4, and the replacement of a ropeway component by one that alters the certified design or construction provided by the passenger ropeway

manufacturer or designer.

(13) "New ropeway" means any passenger ropeway that is registered for the first time for passenger operation during its first calendar year of operation.

(14) "Operational inspection" means an inspection of a passenger ropeway made by a Ropeway Inspector to determine compliance with the operation and maintenance requirements of the Governing Standard and with this rule.

(15) "Operating personnel" means persons employed by the operator for the purpose of supervising the operation, or engaged in servicing, checking, inspecting or maintaining the machinery or structures of a ropeway and when specifically on duty for such purpose on that ropeway.

(16) "Passenger" means any person riding a ropeway, other than "operating personnel."

(17) "Passenger Ropeway Incident" means:

(a) Any structural, mechanical, or electrical malfunction or failure of a passenger ropeway component that results in bodily injury to any person on, or inside the load or unload zone of, a passenger ropeway;

(b) Any deropement regardless of whether or not the passenger ropeway is evacuated;

(c) Any evacuation of the passenger ropeway other than by prime mover or auxiliary power unit, regardless of cause;

(d) Any fire involving a passenger ropeway component or adjacent structure;

(e) Any structural, mechanical, or electrical malfunction or failure of a passenger ropeway component that results in a loss of control of the passenger ropeway as defined in ANSI B77.1 Section X.2.3.1 or ANSI B77.2 Section 2.2.1.7.2;

(f) Any wire rope damage which exceeds the requirement in ANSI B77.1 Section A.4.1.3 or ANSI B77.2 Section 3.4.1.1; and

(g) Any structural, mechanical, or electrical malfunction or failure of a passenger ropeway component or its primary connection that has the apparent potential for causing bodily injury to any person, including but not limited to, the following:

(i) Terminal Structure;

(ii) Bullwheel;

(iii) Brake System;

(iv) Tower Structure;

(v) Sheave, Axle, or Sheave Assembly;

(vi) Carrier; and

(vii) Grip.

(18) "Portable Ropeway" means a ropeway expressly designed to be portable, operated without a permanent foundation, and that has a design range of maximum grade.

(19) "Pre-operational inspection" means an inspection made by a Ropeway Inspector prior to the operation of any new or modified passenger ropeway requiring an Acceptance Inspection and Test.

(20) "Qualified engineer" means any engineer who is licensed to practice engineering in the state of Utah and who has been approved by the Committee.

(21) "Qualified personnel" as used in ANSI B77.1 sections 2.1.1.11, 3.1.1.11, 4.1.1.11, 5.1.1.11, 6.1.1.11, and 7.1.1.11 means a qualified engineer.

(22) "Relocated ropeway" means any passenger ropeway moved to a new location.

(23) "Responsible charge" means effective control and direction of the installation or modification of a passenger ropeway.

(24) "Ropeway Inspector" means an engineer licensed to practice engineering in the state of Utah, independent of the ropeway owner, and approved by the Committee to inspect passenger ropeways.

(25) "Structure" means any edifice, including residential and public buildings, or any other structure or equipment that could reasonably be expected to interfere with the safe operation of a ropeway. Ropeway components required for the operation of the ropeway are not structures.

(26) "Surface lift specialist" as used in ANSI B77.1 section 5.3.4.1, means a Ropeway Inspector.

(27) "Tow specialist" as used in ANSI B77.1 section 6.3.4.1 means a Ropeway Inspector.

R920-50-4. General Requirements for Passenger Ropeways.

(1) Passenger ropeways operating in the State of Utah shall be registered annually with the Committee, and no passenger ropeway shall be operated for passengers without a valid certificate of registration.

(2) Ropeways require a qualified engineer to certify the design, manufacturing, and construction of the ropeway. A Qualified Engineer or Land Surveyor is required to complete the "as-built" profile and certification.

(3) Existing ropeways, when removed and reinstalled, shall be classified as new installations.

(4) Ropeway operators shall be covered by a liability insurance of a minimum of \$300,000. The Utah Passenger Ropeway Safety Committee shall be notified of a lapse or termination of insurance coverage pursuant to the terms of the policy.

R920-50-5. Application to Register a Passenger Ropeway.

(1) Each year prior to operating a passenger ropeway the ropeway operator shall apply to the Committee, for a Certificate of Registration. In the event a new operator is assigned, the operator shall notify the Committee of such action and shall apply for a Certificate of Registration.

(2) Term - Passenger ropeways shall be registered annually starting November 1st of each year, and each registration expires on October 31st next following date of issue.

(3) Application for Certificate of Registration for existing ropeways shall include the following:

- (a) Annual General Inspection Report;
- (b) Annual registration fee;
- (c) Approved request for exception, if applicable;
- (d) Certification of Compliance; and

- (e) Certificate of Insurance.
- (4) Application for Certificate of Registration for new ropeways shall include the following:
 - (a) Annual registration fee;
 - (b) Approved request for exception, if applicable;
 - (c) Certification of Compliance;
 - (d) Certificate of Insurance;
 - (e) Certifications required in R920-50-6;
 - (f) Documents required in R920-50-7; and
 - (g) Preoperational Inspection Report.
- (5) Submittal of application for registration of ropeways -

All applications for registration of new or existing ropeways shall be submitted in such form as the Committee shall designate and in accordance with requirements of these rules. Applications shall be made in writing and addressed to:

Utah Department of Transportation
Passenger Ropeway Safety Committee
Traffic and Safety Division
4501 South 2700 West
Salt Lake City, Utah 84119

R920-50-6. Certifications Required for Ropeways.

(1) The Certifications listed below must include the following information:

(a) Name, address and telephone number of operator of the ropeway, name of ropeway supervisor, operator's designation of the ropeway;

(b) Designated certifying statement;

(c) A certification of design, manufacture and construction must also include the name, address, seal, and Utah license of the qualified engineer making the certification; and

(d) A certification of "as-built" profile must also include the name, address, seal, and Utah license of the qualified engineer or land surveyor making the certification.

(2) A Certification of Compliance for Passenger Ropeway shall be made on the Application for Certificate of Registration for the Ropeway.

(a) The certification shall be signed and dated by the ropeway owner or area operator.

(b) The certification shall include the following statement:

"I certify that the reports, requests and certificates attached hereto were provided and signed by the persons required by law to provide them, and the deficiencies noted in the inspection report have been corrected with the exception of those listed in the Request for Exception from Standards for Passenger Ropeway."

(3) A Certification of Ropeway Design for New or Modified Passenger Ropeways, must be submitted.

(a) The Qualified Engineer in responsible charge of the design shall certify to the Committee that the design, plans and specifications conform to the Utah Passenger Ropeway Safety Act, the Governing Standard and the Utah Ropeway Operation Safety Rule.

(b) The Certification must be submitted prior to the performance of the Acceptance Inspection and Test.

(c) The certification must state the following:

"I hereby certify that the design for this ropeway or ropeway modification is in complete compliance with the Utah Passenger Ropeway Safety Act, Governing Standard and the Utah Ropeway Operation Safety Rule."

(d) This statement shall be placed on the top of the drawing packet and signed and sealed by the qualified engineer. Each additional sheet of this drawing packet shall be sealed by the qualified engineer.

(e) The drawings and specifications shall include the quality assurance methods used for the evaluation of the re-used components and shall be submitted for review a minimum of 30 days prior to installation. Any component on the Utah Passenger Ropeway Safety Committee Lift Data Form must be addressed.

(4) A Certification of Manufacture for a passenger ropeway must be submitted by a Qualified Engineer of the manufacturing concern or concerns directly responsible for the supply of equipment for this ropeway.

(a) The Certification must be submitted prior to the performance of the Acceptance Inspection and Test.

(b) The certification must state the following:

"I hereby certify that the newly manufactured parts used in this ropeway, or ropeway modification, conform with the Utah Passenger Ropeway Safety Act, Governing Standard, the Utah Ropeway Operation Safety Rule and the drawings and specifications issued for this ropeway or ropeway modification by the Qualified Design Engineer."

(5) A Certification of Construction for Passenger Ropeways must be submitted by a Qualified Engineer directly responsible for the construction for the ropeway.

(a) The Certification must be submitted prior to the performance of the Acceptance Inspection and Test.

(b) The certification must state the following:

"I hereby certify that the construction and installation has been completed in accordance with the drawings and specifications issued for this ropeway or ropeway modification by the Qualified Design Engineer."

(6) A Certification of "as-built" profile for the Passenger Ropeway must be submitted by a Qualified Engineer or Land Surveyor licensed in the State of Utah.

(a) The "as-built" profile must be submitted prior to the performance of the Acceptance Inspection and Test.

(b) The certification must state the following:

"I hereby certify that the attached "as-built" profile of the herein-identified ropeway is as represented on the attached profile drawing and that the completed ropeway conforms to the profile as identified in the plans and specifications prepared by the Qualified Design Engineer."

R920-50-7. Documents Required for Ropeways.

(1) A Utah Passenger Ropeway Safety Committee Lift Data Form must be submitted along with other requested supporting documents.

This form must be submitted prior to the performance of the

Acceptance Test.

(2) A copy of the acceptance test procedure proposed and submitted by the designer or manufacturer must be provided to the Committee for review at least fourteen (14) days before acceptance testing begins. The qualified engineer determines the acceptance test requirements.

(3) The owner or area operator shall notify the Committee in writing before the acceptance test that the continuous operation requirements of ANSI B77.1 section X.1.1.11 or ANSI B77.2 section 2.1.1.11.2 have been completed.

(4) A final acceptance test report must be submitted to the Committee prior to opening the lift to the public. The qualified engineer shall approve any changes to the acceptance test procedure.

(5) "As-built" drawings for each passenger ropeway shall be submitted no later than 60 days after the project is completed and the Acceptance Test is finished. Any variation from the design drawings shall be noted in the as-built drawings and approved by the Qualified Design Engineer.

(6) The area operator shall send a "letter of intent" to the Committee at least 45 days prior to beginning the construction of a new lift. The letter of intent must include the name of the qualified engineer, the design standard, the anticipated dates to begin and complete construction, and the available lift manufacturing data.

R920-50-8. Certificate of Registration.

(1) If the application for Certificate of Registration and supporting documentation attest that the ropeway complies with the Governing Standard and this rule, the Committee, if satisfied with the facts stated in the application, shall issue a Certificate of Registration to the operator.

(2) Identification number - For each ropeway, upon receipt of the first application for a Certificate of Registration, the Committee shall assign an identification number to the ropeway, which shall remain as a permanent identification number for the life of the ropeway. All correspondence with the Committee pertaining to any ropeway shall refer to the identification number assigned to that ropeway.

R920-50-9. Governing Standards.

(1) The governing standards in Utah include "ANSI B-77.1, [2006]2011" and "ANSI B77.2, 2004" as modified by rule of the Committee. Use of these standards is authorized by Section 72-11-201.

(2) The Utah Passenger Ropeway Safety Committee reserves the right to modify, add, or delete provisions included in the Governing Standard.

(3) Existing installations need not comply with the new or revised requirements of the Governing Standard and this rule except as set forth in R920-50-11 "Applicable Provisions."

R920-50-10. Revised and Additional Provisions.

The revised and additional provisions of this section shall only apply when referenced in R920-50-11 "Applicable Provisions."

(1) "New installations and relocated installations." ANSI B77.1 Section 1.2.4.3 is modified by the following requirement: New ropeways and relocated ropeways shall comply with the new or revised requirements of the Governing Standard and with these rules at the time of the acceptance test.

(2) "Auxiliary drives." Installations shall meet the requirements for auxiliary drives, as set forth in ANSI B77.1-1992, 2.1.2.1.1, 3.1.2.1.1, 4.1.2.1.1.

(3) "Electronic speed-regulated drives." Installations shall meet the requirements for electronic speed-regulated drives as set forth in ANSI B77.1-1992, 2.2.1.8.2, 3.2.1.8.2, 4.2.1.8.2, 5.2.1.8.2, 6.2.1.8.2.

(4) "Rope position monitoring." Installations shall meet the requirements for rope position monitoring, as set forth in ANSI B77.1-1992, 3.1.3.3.2, paragraph 6.

(5) "Friction type brakes." Installations shall meet the requirements for friction type brakes, as set forth in ANSI B77.1-1992, 2.1.2.5, 3.1.2.5, 4.1.2.5, 5.1.2.5, 6.1.2.5.

(6) "Fire detection." All machine rooms that are in an enclosed structure located adjacent to the rope of the tramway (vaulted) shall have a fire detection system installed in accordance with the National Fire Alarm Code. This system shall initiate a visual and audible alarm monitored at the drive terminal operator station.

(7) "Grips, clips, and carrier testing." Testing shall be completed according to section ANSI B77.1 sections 2.3.4.3, 3.3.4.3, 4.3.4.3, and ANSI B77.2 section 2.3.4.4 except as modified by this rule.

(a) Testing personnel shall be qualified in accordance with American Society for Nondestructive Testing (ASNT) Recommended Practice No. SNT-TC-1A-1992. Testing agency shall provide certification of qualification of personnel performing testing.

(b) Testing agency inspector shall certify to the owner or area operator that the passenger ropeway components tested were non-destructively tested in accordance with current acceptance criteria established by the designer or manufacturer, or in case the designer or manufacturer is no longer in business, by a Qualified Engineer.

(c) Sampling size and method of obtaining the sample shall comply with the Governing Standard or the manufacturer's requirement, which ever is more stringent.

(d) Rejection rate and retest procedures shall comply with current acceptance criteria established by the designer or manufacturer, or in case the designer or manufacturer is no longer in business, by a Qualified Engineer.

(e) Types of inspections to be performed and the procedures to be used shall comply with current acceptance criteria established by the designer or manufacturer, or in case the designer or manufacturer is no longer in business, by a Qualified Engineer.

(f) Criteria for acceptance/rejection of samples shall

comply with current acceptance criteria established by the designer or manufacturer, or in case the designer or manufacturer is no longer in business, by a Qualified Engineer.

(8) "Wire rope inspection." Inspections shall be performed according to ANSI B77.1 Annex A.4.1 and ANSI B77.2 3.4.1 and shall be performed by a competent inspector defined by the Governing Standard and who is approved by the Committee. The wire rope inspector shall certify to the owner or area operator whether the wire rope in its present condition meets requirements for continued operation.

(9) "Operation and maintenance." All installations shall comply with the Operation and Maintenance requirements of the Governing Standard. These requirements are stated in ANSI B77.1, 2.3, 3.3, 4.3, 5.3, 6.3, 7.3, and ANSI B77.2 2.3.

(10) "Audible warning devices." Requirements for audible warning devices.

(a) Installations shall meet the requirements for audible warning devices as specified by ANSI B77.1, 2.2.10, 3.2.10.

(b) ANSI B77.1 Section 4.2.10 is modified by the following requirement: The aerial lift shall incorporate an audible warning device that signals an impending start of the aerial lift. After the start button is pressed, the device shall sound an audible alarm for a minimum of two seconds before the aerial lift begins to move. The audible device shall be heard inside and outside all terminals and machine rooms above the ambient noise level.

(11) "Conveyor Standards."

(a) Loading and unloading area requirements of ANSI B77.1 section 7.1.1.9 shall also accommodate the use of adaptive devices.

(b) Power units referred to in ANSI B77.1 section 7.1.2.1 may not have reverse capability.

(c) "Power supply cords" referred to in ANSI B77.1 section 7.2.1.5.6 shall be protected from snow grooming, skiers, and other equipment and shall be ground fault protected.

(d) The belt transition entry stop device referred to in ANSI B77.1 section 7.2.3.3 shall include redundant (double) sensors. Each sensor shall be part of an independent control circuit that can initiate an emergency shutdown of the conveyor. The device shall be so designed and maintained that no single point of failure can cause the entry stop device to malfunction. The device shall not be remotely resettable and shall require the operator to reset the device prior to restarting the conveyor.

(12) "Dynamic Testing Logs." Maintenance logs shall include documentation of the dynamic testing.

(13) "Air Space Requirements." ANSI B77.1-2006, 2.1.1.3, 3.1.1.3, 4.1.1.3, 5.1.1.3, and 6.1.1.3 and ANSI B77.2 section 2.1.1.2 shall also include the following: No structure (temporary or permanent) shall be permitted to encroach into the air space of the ropeway.

(14) "Portable Ropeways." Portable ropeways shall not be considered new ropeways when moved to different locations but remaining under the jurisdiction of the same operator.

(15) "Tows Requirements."

(a) The requirements of ANSI B77.1 section 6.2.3.2.b) shall also require the stop gate to extend across the incoming and outgoing rope.

(b) Handle Tows shall have stop gates above and below the rope.

(16) "Existing Installations - Annex F" ANSI B77.1-2011 Section 1.2.4.1 Existing installations is modified by the following: Operation and maintenance is not required to comply with normative Annex F Combustion engine(s) and fuel handling.

R920-50-11. Applicable Provisions.

Installations shall comply with the "Revised and Additional Provisions" of R920-50-10 in the categories listed below, on or before the date specified. These provisions establish the minimum requirement.

(1) The following apply to all ropeways:

(a) New installations and relocated installations R920-50-10(1);

(b) Fire detection R920-50-10(6); effective November 1, 1995;

(c) Wire rope inspection R920-50-10(8); and

(d) Operation and maintenance R920-50-10(9).

(e) Existing Installations - Annex F R920-50-10(16); effective June 7, 2012.

(2) The following provisions apply to an Aerial Tramway:

(a) Auxiliary drives R920-50-10(2); effective November 1, 1994;

(b) Electronic speed-regulated drives R920-50-10(3); effective November 1, 1994;

(c) Friction type brakes R920-50-10(5); effective November 1, 1995;

(d) Grips, clips, and carrier testing R920-50-10(7);

(e) Audible warning devices R920-50-10(10); effective November 1, 2001;

(f) Dynamic testing logs R920-50-10(12); and

(g) Air space requirements R920-50-10(13); effective November 1, 2006.

(3) The following provisions apply to a Detachable Grip Aerial Lift:

(a) Auxiliary drives R920-50-10(2); effective November 1, 1994;

(b) Electronic speed-regulated drives R920-50-10(3); effective November 1, 1994;

(c) Rope position monitoring R920-50-10(4); effective November 1, 1994;

(d) Friction type brakes R920-50-10(5); effective November 1, 1995;

(e) Grips, clips, and carrier testing R920-50-10(7);

(f) Audible warning devices R920-50-10(10);

(g) Dynamic testing logs R920-50-10(12); and

(h) Air space requirements R920-50-10(13); effective November 1, 2006.

(4) The following provisions apply to a Fixed Grip Aerial

Lift:

- (a) Auxiliary Drives R920-50-10(2); effective November 1, 1994;
 - (b) Electronic speed-regulated drives R920-50-10(3); effective November 1, 1994;
 - (c) Friction type brakes R920-50-10(5); effective November 1, 1995;
 - (d) Grips, clips, and carrier testing R920-50-10(7);
 - (e) Audible warning devices R920-50-10(10);
 - (f) Dynamic testing logs R920-50-10(12); and
 - (g) Air space requirements R920-50-10(13); effective November 1, 2006.
- (5) The following provisions apply to a Surface Lift:
- (a) Electronic speed-regulated drives R920-50-10(3); effective November 1, 1994;
 - (b) Friction type brakes R920-50-10(5); effective November 1, 1995; and
 - (c) Air space requirements R920-50-10(13); effective November 1, 2006.
- (6) The following provisions apply to a Rope Tow:
- (a) Electronic speed-regulated drives R920-50-10(3); effective November 1, 1994;
 - (b) Friction type brakes R920-50-10(5); effective November 1, 1995;
 - (c) Air space requirements R920-50-10(13); effective November 1, 2006;
 - (d) Tow requirements R920-50-10(15); and
 - (e) Portable Ropeways R920-50-10(14).
- (7) The following provisions apply to a Conveyor:
- (a) Conveyor standards R920-50-10(11); and
 - (b) Portable Ropeways R920-50-10(14).

R920-50-12. Exceptions to Standards.

(1) In the event that the ropeway does not conform with the governing standards and the Ropeway Operation Safety Rule, the Committee may issue a certificate of registration with an exception. Two types of exceptions may be granted after a Request for Exception from Standards is submitted.

(a) Annual Exception - This type of exception must be reviewed annually by the Committee. This type of exception is subject to cancellation at any time pursuant to a determination by the Committee that a change is necessary.

(b) Limited Exception - This type of exception is granted only for a fixed time period to be determined by the Committee.

(2) The nature of the exception shall be stated in the Request for Exception from Standards.

(3) The Committee shall, as expeditiously as possible, and within thirty (30) days of receipt of a Request for Exception from Standards, notify the operator in writing of its action on the Request.

(4) The Request for Exception from Standards shall include the following information:

- (a) Reasons for requesting an exception;

(b) Identification of the manner in which the ropeway does not conform to the governing standards or this rule; and

(c) Procedures, with estimated time and cost, which would be required to bring the ropeway into conformance.

(5) Except as required in R920-50-12(7), the Committee shall issue a Certification of Registration with an exception if the operator satisfies the requirements stated in R920-50-12(4) and also supplies the following for new or existing ropeways:

(a) New Ropeways.

(i) A design certification by a qualified engineer attesting that the ropeway is so designed and equipped that its devices or methods provide features that are comparable in performance and safety to those that meet requirements set forth in the Governing Standard and this rule.

(ii) Any known items that require a Request for Exception from Standards for Passenger Ropeways must be submitted to the Committee before work begins.

(b) Existing Ropeways.

(i) A design certification by a qualified engineer attesting that the ropeway is so designed and equipped that its devices or methods provide features that are comparable in performance and safety to the requirements of the Governing Standard and this rule.

(ii) A statement by the operator certifying that the ropeway feature for which the exception is requested has been operated safely and without any passenger ropeway incident, as defined in R920-50-3(15) item (a) or (g), for at least 2 years prior to the date of the Request for Exception from Standards.

(6) In exceptional circumstances, the Committee may issue a certificate of registration with an exception even if the operator does not satisfy the requirements defined in the Governing Standard or this rule if the Committee determines that the ropeway is so designed and equipped that its devices or methods provide features that are comparable in performance and safety.

(7) Where doubt exists as to the safety of a ropeway, the Committee may require an inspection to ascertain that the ropeway is so designed and equipped that its devices or methods provide features that are comparable in performance and safety to those of the governing standards and this rule.

(8) The issuance of a certificate of registration with an annual exception shall not bind the Committee to issue such a certificate for the ropeway involved in subsequent years, nor to issue such a certificate for another ropeway of same or similar design.

R920-50-13. Operation of Ropeways.

(1) Every passenger ropeway incident shall be reported to the Committee regardless of the time of year in which it occurs and regardless of whether or not the ropeway was open to the public at the time of the incident. The operator shall meet the requirements stated in R920-50-14.

(2) When a ropeway is modified the ropeway operator shall notify the Committee, or its appointed representative. The

operator shall meet the requirements stated in R920-50-15.

R920-50-14. Incidents.

(1) Reporting of Incidents.

(a) Every passenger ropeway incident, as defined in R920-50-3(18) shall be verbally reported to the Committee, or the Committee's appointed representative, as soon as reasonably possible, but no later than twenty-four (24) hours after the time of the incident. A written report shall be delivered to the Committee within five (5) days of the incident.

(b) The reports required by this section are to be maintained for administrative enforcement, licensing and certification purposes only. The reports are "protected" records under the Government Records Management Act, Section 63G-2-30[4]5 and are also governed by Section 63G-2-207.

(2) Suspension of Operations. When a passenger ropeway incident, as defined in R920-50-3(17) (a) or (g), occurs, the owner or area operator of the ropeway shall suspend operation of the ropeway and shall notify the Committee through the Committee's appointed representative. The owner or area operator of the ropeway, with the Committee or the Committee's appointed representative, shall perform a joint incident inspection of the ropeway. The inspection shall precede any authorization to resume public operation of the passenger ropeway.

R920-50-15. Modification of a Ropeway.

(1) The Committee, or its appointed representative shall determine the certifications that will be required.

(2) Depending on the nature and extent of the modification the Committee, or its appointed representative may require an Acceptance Inspection and Test.

(3) The following certifications may be required: design; manufacture; construction, and As-Built profile.

(4) The certifications must be submitted by a qualified engineer and attached to the cover of the modification documents. The modification documents shall include the drawings, descriptions, or specifications pertaining to the affected systems and their connections with existing systems.

(5) A revised lift data form shall be submitted.

(6) The ropeway shall not resume operating until authorized by the Committee, or its appointed representative.

R920-50-16. Inspections and Testing.

(1) Inspections shall verify that the intent of the design and operational requirements imposed by the Governing Standard and this rule are met. The Committee may order other inspections in accordance with Section 72-11-211. Ropeway inspectors may inspect ropeways at any time during the operation of the ropeway (spot check). All reports, logs, etc. shall be made available to them upon request.

(2) Acceptance Inspection and Test.

(a) The Committee, or its appointed representative, will schedule acceptance inspection and test as the procedures are

received.

(3) Annual General Inspection.

All existing ropeway shall have an annual general inspection.

(a) A ropeway inspector shall make the inspection.

(b) The inspection shall occur prior to approval of any registration application.

(c) A report signed by the Ropeway Inspector listing items found either deficient or in noncompliance shall be filed with the owner.

(d) The report shall include the name and address of the inspector and the date of the inspection.

(e) The area operator shall notify the Committee, or its appointed representative of the annual general inspection. The area operator should give 7 days notice of the inspection.

(f) The owner shall correct all deficiencies and noncompliance items listed in the Ropeway Inspector's report.

(4) Incident Inspection.

Incident inspections shall occur as required in R920-50-14.

(5) Operational Inspection.

An Operational inspections may be made periodically during each season of use.

(a) A ropeway inspector shall make the inspection.

(b) A report signed by the Ropeway Inspector listing items found either deficient or in noncompliance shall be filed with the owner.

(c) The report shall include the name and address of the inspector and the date of the inspection.

(d) The owner shall correct all deficiencies and noncompliance items listed in the Ropeway Inspector's report.

(6) Pre-operational Inspection.

A pre-operational inspection is required for new and modified lifts.

(a) A ropeway inspector shall make the inspection.

(b) The inspection shall occur prior to approval of any registration application.

(c) A report signed by the Ropeway Inspector listing items found either deficient or in noncompliance shall be filed with the owner.

(d) The report shall include the name and address of the inspector and the date of the inspection.

(e) If the inspection does not take place at the acceptance inspection and testing the area operator shall notify the Committee, or its appointed representative of the inspection. The area operator should give 7 days notice of the inspection.

(f) The owner shall correct all deficiencies and noncompliance items listed in the Ropeway Inspector's report.

R920-50-17. Ropeway Inspector and Qualified Engineer.

(1) General.

(a) Any person performing inspection services must be a "ropeway inspector" as required by this rule, and any person performing design services must be a "qualified engineer", as required by this rule.

(b) The Committee shall maintain up-to-date lists of qualified engineers and ropeway inspectors, which lists shall be open to inspection by the public.

(c) Any person desiring to be approved by the Committee as a ropeway inspector or qualified engineer shall submit a written request to the Committee enumerating his or her professional experience and attesting as far as possible to meeting the requirements stated in R920-50-17(2).

(2) Requirements.

(a) Applicant shall satisfy the Committee that by his or her education, training and experience gained by participation in ropeway inspections or designs as a principal or an assistant to a recognized ropeway inspector or ropeway designer, he or she is qualified to be, respectively, an approved inspector or designer or both.

(b) Applicant shall satisfy the Committee that he has a working familiarity and understanding of drawings and design data such as are furnished to design, construct, test, and inspect passenger ropeways, and that he or she has an understanding and working knowledge of the governing standard and this rule.

(c) The Committee may approve qualifications based on experience gained by an applicant through work under direct supervision of a qualified ropeway inspector or qualified ropeway designer.

(d) The Committee may approve employees of the state or individuals retained by the state as qualified ropeway inspectors. Such engineers may be given certain assignments where time is of the essence or a private engineer is not available or willing to undertake the inspection or investigation. It shall be the policy of the Committee to use the services and talents of qualified private engineers wherever possible.

(3) Revocation or suspension of approval as ropeway inspector or qualified engineer.

The committee may revoke or suspend the approval of any qualified engineer or ropeway inspector who is found by the committee to have:

(a) practiced any fraud, misrepresentation, or deceit in applying for approval;

(b) caused damage to another by gross negligence in the practice of passenger ropeway designing, construction, or inspection; or

(c) been engaged in acts of unlawful or unprofessional conduct.

R920-50-18. Violations.

The Committee may address violations of this rule pursuant to Sections 72-11-212 and 72-11-213.

R920-50-19. Administrative Procedures.

Appeals from orders issued pursuant to any provision of this rule shall be governed by R907-1.

KEY: transportation safety, tramways, ropeways, tramway permits

Date of Enactment or Last Substantive Amendment: January 10, 2011
Notice of Continuation: August 13, 2007
Authorizing, and Implemented or Interpreted Law: 72-11-201
through 72-11-216